

terable, "Roy! my beloved!" sprang to the arms, sank on the breast of her true lover.

"You have found me!" she cried.

"You have found me!"

"Never to lose you again, Avis—never again!"

"And your mother?"

Her great eyes searched his face timidly—anxiously.

"She will welcome you as I do. We shall part no more. You will learn, dear, that she never meant to part us. And another waits for you. O, come, love, come to the heart that aches to welcome you—to the arms of your own true mother."

Only one month later a brilliant bridal party aroused to joy and mirth the slumbering echoes of the Laurels. And who so fair as Avis, the sweet bride, with her troop of lovely bridesmaids, of whom Rose Brandon laughed and blushed, the merry chief? Who so rich, so proud, as Avis now! Avis, the founding, found, indeed, at last, and by her own true mother; Avis, the lost, restored to all who loved and mourned her; Avis, the joyful bride of the generous, noble lover who, in the days of her poverty and namelessness—in spite of time, and absence, and silence, and desertion—loved her faithfully and truly to the last.—*Truth.*

Blowing Ships to Pieces.

The *Pittsburgh Dispatch* publishes the following from a special correspondent, who is a naval officer on the United States ship *Enterprise*:

"PAGODA ANCHORAGE, MIN RIVER, China, Aug. 24.—Although the cable has probably informed you before this of the naval battle between the French and Chinese forces at this place yesterday, a description of the fight of an eye-witness may be of interest to your readers. I will give you an idea of the work that the United States squadron, under the command of Rear Admiral John Lee Davis, has been doing, and how the different vessels are stationed to protect American interests.

"In the early part of July last the flagship *Trenton*, the *Juniata*, and the *Enterprise* sailed from Nagasaki, Japan, for Yokohama. On reaching that place, on July 21, we heard that fresh trouble had broken out between the French and Chinese, and that fighting might begin at any time. This vessel was almost immediately ordered to Shanghai, and after a run of five days through the inland sea of Japan and straits of Simonski we reached the straights of the Whampoa river.

"We found the Chinese fortifications full of men and everything in readiness for battle. There were also several Chinese men-of-war at the mouth of the river. The French had three vessels stationed near the fortifications, and every day we expected the fighting to commence. Our ship proceeded up the river as soon as the water on the bar permitted, and on our arrival at Shanghai we found everything in readiness to protect the foreigners. The captain of the Italian man-of-war *Christoforo Colombo*, being the senior officer present, had command of the united forces, and landing parties were formed on each man-of-war to land with small arms and Gatling guns to keep back the mob in case of trouble.

"The great trouble with the Chinese is that they can not or will not discriminate between foreigners. In a Chinaman's eyes anyone that is white is a 'foreign devil,' an in case of trouble between France and China the mob would try and revenge themselves on all foreigners. Shortly after our arrival at Shanghai the *Trenton* arrived, and in a day or two Admiral Davis transferred his flag from the *Trenton* to this vessel, and we steamed down to our present anchorage, which is twelve miles from the city of Foo Chow. It is impossible for vessels drawing more than eight or nine feet to get up to the city. Consequently most of the shipping is done from Pagoda anchorage. The United States ship *Monocacy*, being a light draught vessel, was up at Foo Chow, and also the English gunboat *Merlin*. Admiral Davis went up to the *Monocacy* at once, and the landing party followed two days ago. Just before the battle yesterday morning an officer from the French flagship came on board with his admiral's compliments to our captain and a message to the effect that

they would commence operations in a few hours, as the Chinese government had refused to pay the 80,000,000 francs demanded by France.

"The vessels in both fleets prepared for action. Three English men-of-war, this vessel, and four or five merchantmen were anchored about half a mile down the harbor, giving a clear space to the opposing forces. At 1:55 p. m., a single shot was fired from one of the French vessels, and in a few seconds the battle commenced. It is supposed that in the first minute and a half fully one hundred shots were fired, most of them from modern breech-loading guns.

"The French fleet consisted of the *Volta*, flag-ship; *Aspic*, *Vipere*, *D'Estange*, *Lynx*, *Dougay*, *Tronin*, *Villard*, and, later, the *Triumphant*. The Chinese fleet consisted of nine sloops-of-war, two gun-boats, and eleven war junks. At 10:06 o'clock the flagship *Volta* opened fire from her tops, when a general engagement followed. At 2 o'clock the Chinese flagship was blown up by a torpedo. At 2:08 a Chinese gunboat was blown up. At 2:45 a Chinese sloop-of-war on fire drifted down the harbor, and sank abreast of us with colors flying, while another Chinese sloop-of-war on fire grounded on a flat island near us, and blew up at 4:51. At 3:30 another Chinese sloop-of-war on fire, with the French colors flying, drifted down the channel.

"The French kept on bombarding the navy-yards and forts on shore, which took an active part in the engagement. During and subsequent to the engagement fire rafts and junks came floating down the river.

"The destruction of the *Yung Wo*, the Chinese flagship, will show what a torpedo can do when properly handled. As soon as the light began a torpedo-boat darted toward the ill-fated vessel, and in an instant there was nothing left of the stately craft but some drifting timber and broken spars. The *Yung Wo* was built at the navy-yard at this place. She was full ship-rigged, of about two thousand tons displacement, and was a beautiful vessel. Her destroyer, the torpedo-boat, was about fifty feet long, cigar shaped, very low in the water, and capable of steaming about twenty miles an hour.

"After her terrible work she drifted down the harbor and anchored near us. We could see that some of her crew were wounded, as well as her commanding officer. Our vessel sent surgical aid to her as soon as international law permitted it.

"As far as could be seen, only one Chinese vessel made a determined fight. This was a gun-boat commanded by a young Chinaman who had been educated in America. His gunboat was the target for a great many French guns, but he went down gallantly, his flag flying, and just as his vessel was sinking he fired a parting shot.

"The rapidity of the French fire completely demoralized the Chinese, and the French gunners' marksmanship was excellent. Their machine-guns did frightful execution. One of the Chinese vessels that sank shortly after the fight commenced was a terrible sight. Her decks were covered with blood and the mangled remains of her crew. The Hotchkiss revolving cannon on the French ships kept up a steady fire. One of these guns properly managed is enough to clear the deck of any ship.

"Only two of the Chinese vessels were afloat after the engagement. They escaped by getting up the river into shoal water. One of these vessels sank shortly afterward on account of injuries received in the fight, and the other one is now aground with her back broken. The French fire continued until night. They shelled the batteries on shore, and drove the Chinese from them. The navy-yard and arsenal were shelled, and a great deal of damage done to the government property.

"At night fire rafts and burning junks came down the river, but the French gunners succeeded in sinking them. With but one or two exceptions the French vessels were uninjured. The *Volta* had been hit once near the water line. The *D'Estange* had two shot holes near her rail. The loss of life on the French side was only six, besides the pilot of the *Volta*, who was an Englishman. The Chinese loss of life is reported as being nearly two thousand."

"Two hundred cars are now in use transporting fresh fruit from California to the east.

LIFE IN LIBERIA.

Interesting Information from the Consul General of the Colored Republic.

A Washington dispatch to *The Cincinnati Times-Star* says: Mr. William Coppinger, consul general for Liberia and secretary of the colonization society, leaves here in a day or two for New York to superintend the work of sending to Liberia the regular semi-annual colony of colored people. Every spring and every fall this society, formed over sixty years ago, sends a small ship load of black men and women to the native land of the African race.

"There is great unrest among the colored people of this country," said Mr. Coppinger, as he sat in the rooms of the society here. Above his head as he sat hung the portrait of Henry Clay, one of the founders of the society. In the room adjoining were a number of portraits of the early supporters of the association, among them the father of Mayor Latrobe, of Baltimore, painted by himself at the age of 82. In the closets with which the room was lined were samples of coffee and cotton and other articles of a similar nature, the production of the colonists in Liberia. On a mantel, just opposite him, stood photographs of the legislature and supreme court of Liberia, all their members black. The portrait of the present president showed the face of an apparently bright and intelligent black man. "He is a native of Liberia," said Mr. Coppinger, "born there of parents who were slaves in this country; he is a man of marked ability and a successful president. This is Rev. Dr. Blyden," he said, pointing to the photograph of a full-blooded negro. "He is the president of our college there, you know, a man of thorough education and ability."

"You have some educational facilities in Liberia, then?"

"Oh, yes, very good ones. There are public schools, and by the laws of the republic all children of certain age required to attend school a given time in each year. Education is compulsory. There are higher grades of schools and the college, which cost \$20,000, and is well equipped and well patronized. The people who go there appreciate very thoroughly the value of education. In fact, we do not take any now who are not of this class. The number of applications is so great that we have opportunity to select our people pretty carefully."

"Are your applications for opportunity to go to Liberia numerous, then?"

"Numerous?" he said with a smile, glancing at a pile of papers before him. "I should say they were. They come not by hundreds, but by thousands and tens of thousands. The desire for removal to a new country where men and women of color may be on an equality in every sense with the other men and women of that country seems to be on the increase. We get thousands of applications from every direction, and thousands more than we can meet with the limited means at the disposal of the society, which, of course, is maintained by contributions. Yes, the applications are very numerous. I believe that if we had ships and means to help all applicants get a start there as we do with those whom we do send, there would be a half million of the colored people of this country ready to go at once."

"How many are you sending now?"

"That depends altogether on our means. This fall we shall send between thirty and forty, I think."

"How many have you sent in all since the society was formed?"

"About sixteen thousand, who were residents of this country. Then there are about five thousand more natives of Africa who were captured on board vessels which were bringing them to this country to sell them as slaves. They were, as a rule, sent to Liberia. So there have been over twenty thousand persons landed there to make homes in that country since our society began its work sixty-three years ago."

"And are those who made the experiment satisfied with the receipts?"

"Yes, the very large proportion of those who have gone there have been contented from the start. We have been careful, especially in later years, to only take men after they thoroughly understood all the hardships they would have to undergo in emigrating to a new country and one of a hotter

climate, and the result is that we have found them satisfied, and giving satisfaction also to the managers of the enterprise."

"How does the change in climate seem to affect their health and constitutions?"

"Not unfavorably. They are, as a rule, very healthy, and the percentage of mortality very small."

"And what are the relations of those who go there to the natives by whom they must be surrounded?"

"Very satisfactory. Their influence upon the natives is very strongly marked. Liberia, you must know, extends up and down the coast for a distance of six hundred miles, and stretches back into the interior almost indefinitely, so that the people who go there, and who have gone, are brought into contact with a very large number of the natives. The result has been a gradual assimilation of the natives with the civilized element. They have gradually come to see the advantages of civilization, as is shown by the fact that within the past year two of the native kings have come into the Liberian country to remain, expressing a desire to adopt the habits of civilization. Some of these kings and others of the natives have for a considerable time been sending their children to the schools of Liberia. The influence of the colony is so marked that it is now possible for one familiar with only the English tongue to make himself understood all along that section. A very large percentage of the natives in the Liberian country speak English and understand it readily."

"And what does your association do for those whom it sends abroad?"

"It gives them passage to Liberia from the port of New York only, requiring them to furnish their own transportation to that point. On their arrival there it gives them ten acres of land, a town lot if they prefer it, and in some cases where there is a family of considerable size it gives twenty-five acres. This seems like a small amount of land, but, in fact, it will produce as much there as one hundred acres will here. It also allows them \$50 for rations and shelter after reaching there. Toward this each emigrant is expected to subscribe at least \$25 before leaving home."

"And where are the opportunities for self-support there?"

"The same as here. The men who have trades are in demand, and at good wages, as are also teachers, clerks and accountants. As to farming, a colored man who has been there a number of years writes us two-thirds of the labor that it would take to support a man in the United States will reward the workman thirty, sixty, a hundred fold; the profits will sweeten the toil. A coffee-tree planted and raised will in four years yield its increase, two crops a year, of what many pronounce the best coffee grown in the world. Arrow-root, pepper, lemons, oranges, yams, potatoes, corn, beans, and a hundred other articles of food and commerce, put them in the earth, and they are as sure to produce as the God of nature is to bring the seasons."

The Turkish Pasha.

The ancient Turkish title equivalent to that of the modern pasha was "begler-beg," a compound word signifying "chief of chiefs," which was formerly the title of governors general of Turkish provinces. They stood next in rank to the vizier, and their external distinctions are three ensigns, consisting of staves trimmed with the tail of a horse. Originally the title of pasha was bestowed on princes of the blood. There are three grades, each distinguished by a number of horse-tails waving from a lance, the distinctive badge of a pasha. Three horse-tails are allotted to the highest dignitaries, who also have the title of vizier; the pashas of two tails are generally governors of the more important provinces, and the lowest rank of one tail is filled by minor provincial governors. The word is also spelled pacha, and is said to be derived from the Persian words pa, first, or support, and shah, ruler.—*Every Other Saturday.*

More books are printed in Leipzig than in any other city on the globe and the official account sent out from there shows that, in the whole world during 1883, the number of books, pamphlets, etc., published was 15,474 or 429 more than in 1882.—*The Current, Chicago.*